

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

<b>Date:</b> Thursday, April 20, 2023	<b>Join by Zoom Meeting:</b> <a href="https://us02web.zoom.us/j/87923846411?pwd=d1MyY3dLV2QwLzFmR0FhVDg3R1o1QT09">https://us02web.zoom.us/j/87923846411?pwd=d1MyY3dLV2QwLzFmR0FhVDg3R1o1QT09</a>
<b>Time:</b> 1:15 p.m.	
<b>Location:</b> San Mateo County Transit District Office 1250 San Carlos Ave, 2 <sup>nd</sup> Fl. Auditorium, San Carlos, CA	<b>Zoom Meeting ID:</b> 879 2384 6411 <b>Password:</b> 389315 <b>Join by Phone:</b> (669) 900-6833

#### \*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\*

This meeting of the C/CAG TAC will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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1. Call to Order/Roll Call Willis/Stillman No materials
  2. Public comment on items not on the agenda (limited to 2 minutes) Willis/Stillman No materials  
*Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments. Members of the public who wish to address the Committee should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.*
  3. Issues from the April C/CAG Board meetings Cheung No materials
    - Received the following presentations:
      - C/CAG federal advocacy efforts for 2023
      - The countywide trip reduction program from Commute.org
      - The Cordilleras Bridge Replacement Project by Caltrans
    - Approval of Reso 23-27 to execute agreement between C/CAG and Fehr & Peers for consulting services for the VMT/GHG Mitigation Model Program project
    - Approval of Reso 23-32 to amend the OBAG 2 Program and FY23/24 TFCA funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project
  4. Approval of minutes from the March 16, 2023 Meeting (Action) Cheung Page 1-4

5. Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2023 -24 State Transit Assistance (STA) Population- Based funds. (Action)	Lacap	Page 5-15
6. Review and provide feedback on the initial recommendations for the Congestion Relief Plan reauthorization, covering a period from FY23/24 to FY26/27. (Information)	Cheung	Page 16-20
7. Receive a presentation on the Metropolitan Transportation Commission Bay Area Vision Zero (BayVIZ) System. (Information)	Cheung	Page 21-22
8. Regional Project and Funding Information	Lacap	Page 23-41
9. Executive Director Report	Charpentier	No materials
10. Member Reports	All	No materials
11. Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on May 18, 2023.

**PUBLIC NOTICING:** All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular TAC meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular TAC meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the TAC. The TAC has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Kaki Cheung at (650) 363-4105 to arrange for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105, five working days prior to the meeting date.

**ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105 or [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org) by 10:00 a.m. prior to the meeting date.

**PUBLIC PARTICIPATION DURING HYBRID MEETINGS:** During hybrid meetings of the Technical Advisory Committee, members of the public may address the Committee as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG TAC members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be made publicly available on the C/CAG website prior to the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

\*In-person participation:

1. If you wish to speak to the C/CAG TAC, please fill out a speaker’s slip located on the 2nd floor auditorium side table against

the wall. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

**\*Remote participation:**

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG TAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
  1. When C/CAG Staff or Co-Chairs call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press \*9 to raise your hand and when called upon press \*6 to unmute.
4. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:  
Program Director: Kaki Cheung (650) 363-4105 [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org)

**CONGESTION MANAGEMENT PROGRAM (CMP)  
TECHNICAL ADVISORY COMMITTEE (TAC)**

**March 16, 2023**

**MINUTES**

No.	Member	Agency	Jan	Feb	Mar		
					IN- PERSON	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
1	Paul Willis (Co-Chair)	Hillsborough Engineering	x	x	x		
2	Ann Stillman (Co-Chair)	San Mateo County Engineering		x	x		
3	Heba El-Guindy	SMCTA / PCJPB / Caltrain	x		x		
4	Robert Ovadia	Atherton Engineering	x	x	x		
5	Peter Brown	Belmont Engineering	x	x			
6	Randy Breault	Brisbane Engineering	x	x			
7	Syed Murtuza	Burlingame Engineering	x	x	x		
8	Sean Charpentier	C/CAG	x	x	x		
9	Brad Donohue	Colma Engineering	x	x			
10	Richard Chiu	Daly City Engineering	x	x	x		
11	Tatum Mothershead	Daly City Planning	x	x	x		
12	Humza Javed	East Palo Alto Engineering	x		x		
13	Vacant	Foster City Engineering	x				
14	Maz Bozorginia	Half Moon Bay Engineering	x	x	x		
15	Nikki Nagaya	Menlo Park Engineering	x	x	x		
16	Sam Bautista	Millbrae Engineering		x			
17	Lisa Petersen	Pacifica Engineering	x	x			
18	Jessica Manzi	Redwood City Engineering	x	x	x		
19	Matthew Lee	San Bruno Engineering	x	x	x		
20	Steven Machida	San Carlos Engineering	x	x	x		
21	Azalea Mitch	San Mateo Engineering	x	x	x		
22	Eunejune Kim	South San Francisco Engineering	x	x	x		
23	Billy Gross	South San Francisco Planning	x	x			
24	Sean Rose	Woodside Engineering	x	x			
25	James Choe	MTC	x	x			
27	Nidal Tuqan	Caltrans	x	x			

The two hundred eighty-seventh (287<sup>th</sup>) meeting of the Technical Advisory Committee took place on March 16, 2023 at 1:20 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were: Jeffrey Lacap, Kaki Cheung, Eva Gaye, Kim Wever, Kim Springer – C/CAG; Tracy Scramaglia – City of Belmont. Others attending the meeting remotely were: Lisa Petersen – City of Pacifica; Nidal Tuqan, Mohammad Suleiman – Caltrans; Jason Mansfield – BKF Engineers; Julia Wean – Steer; Drew and others not noted.

**1. Call to Order/Roll Call**

Co-Chair Willis called the meeting to order. C/CAG staff Kim Wever mentioned that there is a typo with the agenda numbering, item 2 was omitted. For the ease of the meeting, the Chair will follow the number as currently stated in the agenda.

**3. Public comment on items not on the agenda**

There were no public comments regarding items not on the agenda.

**4. Issues from the March C/CAG Board meeting (Information)**

C/CAG staff Kaki Cheung shared the key items from the March meeting, as noted on the meeting agenda.

**5. Approval of minutes from the March 16, 2023 Meeting (Action)**

*Motion – To approve the minutes of the March 16, 2023 TAC meeting, Manzi/Machida. All members in attendance voted to approve. Motion passed.*

**6. Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica’s Sharp Park Priority Development Area Pedestrian Improvement Project. (Action)**

C/CAG staff Jeff Lacap informed the Committee that the Holly Street/US-101 Pedestrian Overcrossing Project from the City of San Carlos received an OBAG 2 award of \$1 million in 2017. In February 2023, San Carlos staff indicated that the project was not possible to be completed within the timely use of funds guidelines due to a funding shortfall. The City decided to relinquish the \$1 million of OBAG 2 grant. C/CAG staff will need to expeditiously find another project to obligate the funds. Otherwise, San Mateo County will lose the OBAG 2 funding. C/CAG staff recommends reallocating the \$1,000,000 in available OBAG 2 funds to the City of Pacifica’s Sharp Park Priority Development Area Pedestrian Improvement Project. Additionally, staff recommends allocating a balance of \$358,247 of Transportation Fund for Clean Air (TFCA) County Program Manager Funds to fully fund the City of Pacifica’s Sharp Park Priority Development Area Pedestrian Improvement Project.

Member Manzi inquired about the \$900,000 of Measure M that was already allocated to City of Pacifica. C/CAG staff Jeff Lacap confirmed that the Board approved the \$900,000 of Measure M funds to the City of Pacifica during the OBAG 3 grant process in September 2022. The

Board approved entering into an agreement with Pacifica in March 2023 so that Pacifica can begin the design phase.

Member Ovadia asked for confirmation that the OBAG 2 obligation deadline is in January 2024 and if there was a contingency list for OBAG 2. C/CAG staff Jeff Lacap confirmed that the obligation deadline is in January 2024 and there no contingency list for OBAG 2. Member Ovadia also inquired about OBAG 3's contingency list. C/CAG staff Jeff Lacap responded that there are additional funds in OBAG 3 that may be available to the OBAG 3's contingency list projects.

C/CAG Executive Director Sean Charpentier added that the Town of Atherton's project is on the OBAG 3's contingency list. The available OBAG 2 & TFCA funds would not fully fund their project, staff is recommending City of Pacifica's project, which is next highest in the scoring sheet. Additionally, funding a Coastside project would support a geographic distribution of OBAG funds.

*Motion – To recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project, Murtuza/Lee. All members in attendance voted to approve. Motion passed.*

**7. Receive initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27. (Information)**

C/CAG staff Kaki Cheung presented the recap of last month's presentation on the Congestion Relief Plan and introduced Project Manager Julia Wean from Steer team. Ms. Wean summarized the initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27 including a one-time 5% increase in fees and then annual increase to match CPI with a maximum cap of 3% similar to C/CAG member fees. The recommendations also includes a simplified reorganization of the eligible project categories for the Congestion Relief Plan.

Member Murtuza requested that the Plan requires the deliverables or categories tied to performance outcomes.

Member Ovadia inquired about data collection similar to Big Data like Streetlight and suggested that the annual increase be connected to benefits or outcomes and not just CPI. C/CAG staff Kaki clarified that the data collection category is not the same as Big Data like Streetlight and there has not been decision to continue Streetlight at this time. The cost of the Streetlight Data platform normally comes from Measure M.

Member Manzi supported the increase to keep up with CPI.

Member Mitch also supported the one time increase plus CPI. She also requested sharing performance reports.

**8. Regional Project and Funding Information**

C/CAG staff Jeff Lacap highlighted the following items from his staff report: inactive project list, Pavement Management Program (PMP) certification, MTC Annual Obligation Plan, grant opportunities, local assistance trainings, and Project End Date (PED) report. Jeff also provided information on MTC's Call for Projects: 1) Mobility Hubs and 2) Parking Planning Studies, Clean California, and Affordable Housing & Sustainability Communities. He also shared the Bipartisan construction law.

In addition, Jeff announced that C/CAG has contacted staff regarding OBAG 3 and how it will need to be added to the TIP.

**9. Executive Director Report (Information)**

C/CAG Executive Director Sean Charpentier announced that the Express Lanes between Whipple Avenue and I-380 commenced tolling on March 3<sup>rd</sup>. Sean also announced the recruitment of C/CAG Stormwater Program Director.

**10. Member Reports (Information)**

Member Tuqan announced his retirement, and that Mohammad Suleiman will be the Caltrans liaison for now.

**11. Adjournment**

Co-Chair Willis adjourned the meeting at 2:13 p.m.

## C/CAG AGENDA REPORT

Date: April 20, 2023

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds

(For further information or questions, contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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### RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

### FISCAL IMPACT

An estimated amount of \$3,219,424 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2023-2024.

### SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. The funding for the program is split between a Revenue Based Program, which is distributed to transit operators by MTC. The Population-Based Program is distributed to the Bay Area based on the 19% share of the state's population. In Fiscal Year 2023-2024, San Mateo County will receive \$3,219,424 in Population- Based State Transit Assistance (STA) funding.

### BACKGROUND

Based on the proposed Fiscal Year 2023-2024 State Budget, the Bay Area would receive approximately \$357 million in Revenue-Based and \$197 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA money under a population formula.

In the past, the MTC Resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy. Under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

MTC assigned STA funds to each county and then split each county's share to fund a)

Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds, but a significant portion of the funds for every cycle came from the STA Population-Based funds.

Since 2006, C/CAG has been delegated by the Metropolitan Transportation Commission (MTC) to administer the Lifeline Transportation Program for San Mateo County. The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process. The process aims to improve the mobility of residents within Equity Priority Communities (formally known as Communities of Concern). Identified by MTC, Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

On February 28, 2018, under MTC Resolution 4321, MTC established the new STA County Block Grant Program policy, whereby the nine Bay Area Congestion Transportation Agencies (CTA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the Lifeline Transportation Program.

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo County. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG has continued to set aside its share of STA funding for a Lifeline Transportation Program Call for Projects.

The last C/CAG Lifeline Transportation Program Call for Projects (Cycle 6) was administered in 2021. For the 6th cycle, funding requests were undersubscribed with \$1,748,570 being requested and approximately \$3,399,304 available. The remaining funds will be rolled over and stay within San Mateo County.

#### Fiscal Year 2023-24

For Fiscal Year 2023-24, the County share of population-based STA funds is estimated to be \$3,219,424 per the Governor's budget. This estimate may change depending on the actual STA revenue generated.

In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue the historical 37% for paratransit and 63% for Lifeline division for Fiscal Year and 2023-24. This would result in approximately \$1,191,186 for paratransit and \$2,028,237 for the Lifeline Transportation Program. On April 5, 2023, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

Using the roll over funding and the anticipated Fiscal Years 2023-2024 revenues, C/CAG staff proposes administering a call for projects upon the completion of two Community-Based Transportation Plan updates (CBTP's) in Southeast San Mateo County and Daly City. The Plans are tentatively scheduled for completion by this summer.

## Recommendation

C/CAG Staff requests that the Technical Advisory Committee review and recommend approval of the C/CAG distribution policy for Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

This proposal will be presented to the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee on April 24, 2023 for review and to be considered for approval by the C/CAG Board on May 11, 2023.

## **ATTACHMENTS**

1. MTC Resolution No. 4321

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C  
02/23/22-C

ABSTRACT

Resolution No. 4321, Revised

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

This resolution was revised on February 23, 2022 to suspend the County Block Grant program for FY 2022-23 to implement the American Rescue Plan funding exchange.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheets dated February 14, 2018, February 13, 2019 and February 9, 2022.

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and  
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds  
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

The above resolution was entered  
into by the Metropolitan Transportation  
Commission at a regular meeting of  
the Commission held in San Francisco,  
California, on February 28, 2018.

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C  
02/23/22-C

Attachment A  
Resolution No. 4321  
Page 1 of 5

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM  
PROGRAMMING AND ALLOCATION POLICY  
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

**I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings**

***1. STA Population-Based County Block Grant***

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

**Table 1. Distribution of STA Population-Based County Block Grant, by County**

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

**Table 2. Alameda and Contra Costa County Small Operator Minimum**

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county’s programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project (TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

The STA County Block Grant program is suspended for fiscal year 2022-23. Funds that would normally flow into the STA County Block Grant program will instead be programmed directly by the Commission to transit operators to implement the American Rescue Plan funding exchange as a part of MTC Resolution 4481, Revised.

## **2. *MTC Regional Program***

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

## **3. *Transit Emergency Service Contingency Fund***

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

## **II. STA Revenue-Based Funds (PUC Code 99314)**

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers,

joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

**III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)**

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

**1. Priority 1: Clipper® 2.0**

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

**2. Priority 2: Green Transit Capital Priorities**

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

**IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)**

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15<sup>th</sup> of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1<sup>st</sup> of each year.

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

**State Transit Assistance (STA)  
Rules and Regulations  
for the MTC Region  
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

**Eligibility Requirements**

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

***SB 602 Requirements/California Government Code Section 66516***

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

***PIP Projects***

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

## C/CAG AGENDA REPORT

**Date:** April 20, 2023

**To:** Congestion Management Program Technical Advisory Committee

**From:** Kaki Cheung, Program Director

**Subject:** Review and provide feedback on the initial recommendations for the Congestion Relief Plan reauthorization, covering a period from FY23/24 to FY26/27

(For further information contact Kaki Cheung at kcheung1@smcgov.org)

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### RECOMMENDATION

That the Technical Advisory Committee review and provide feedback on the initial recommendations for the Congestion Relief Plan reauthorization, covering a period from FY23/24 to FY26/27.

### FISCAL IMPACT

The cost to develop the CRP is at \$36,993.91.

### SOURCE OF FUNDS

The Plan update is funded with local match from the C/CAG member assessment.

### BACKGROUND

The San Mateo County Congestion Relief Plan (CRP/Plan) was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP/Program). The passage of AB471 requires all local jurisdictions to maintain the adopted Level of Service (LOS) standard on all CMP roadways, or risk losing their gas tax revenues. The Program also requires the development of deficiency plans when Level of Service standards on a CMP roadway or intersection has been deteriorated. C/CAG's Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan, so that the individual cities and the County would not have to develop multiple deficiency plans with corresponding implementation costs. Over the years, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The C/CAG Board adopted the last Plan at the May 2019 meeting, and reauthorized an annual member assessment of \$1.85M covering four years, from July 1, 2019 to June 30, 2023. The total amount of \$1.85 million has remained unchanged at least since 2007.

The current Plan is divided into four major programs, and the funding breakdown for each program is captured in Table 1 below. The Congestion Relief Plan funding is also designed to be used as matching funds to leverage other competitive federal, state, and local grants that align with program goals. This approach has provided more impact with the invested funds.

Table 1: 2019-2023 Adopted Congestion Relief Plan			
1	Local Transportation Services Program	\$500,000	
2	Travel Demand Management	\$550,000	
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion	\$200,000	
4	Linking Transportation and Land Use:	\$600,000	
	4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan		\$150,000
	4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments)		\$150,000
	4C. Climate Change and Resiliency Planning (RICAPS, Climate Action Plan, Sea level rise planning for Trans. Facilities)		\$150,000
	4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation. (21 Elements/ Sub-RHNA/ Legislation compliance)	\$150,000	
Total		\$1,850,000	

All jurisdictions make financial contributions to the Plan using a combination of population data and trip generation information from the C/CAG Santa Clara Valley Transportation Authority travel demand model. The population data is updated annually based on information from the Department of Finance. The C/CAG VTA Travel model is the approved countywide transportation model. Staff has updated the trip data for the Fiscal Year 2023/2024 calculations. The updated proportionate county trips reflect minor changes because of the variations in trips among jurisdictions between 2013 and 2019.

As the Plan approaches its reauthorization date, staff has embarked on an effort to update the Plan. Staff and consultant met with various project stakeholders to obtain input, in addition to holding a workshop with the Technical Advisory Committee on program goals and strategies. The project team has shared draft recommendations at its March meeting. Recommendations that were presented include adjustments to the annual program fee and simplification of the program funding categories to support ongoing programs on an annual basis.

Since the March meeting, staff has modified the recommendation related to the annual fee, which is presented in more detail below.

### **Updated Recommendation: Fee levels**

Staff originally proposed a small increase to the annual fee to support projects and programs at the initially anticipated levels. In addition to the baseline, staff proposed two options: 1) a one-time 5% increase every four years; 2) a one-time “catch up” increase of 5% and then annual increase to match the Consumer Price Index not to exceed 3%.

### ***Fiscal Year 2023/24 CRP Fee Calculation***

Consistent with previous CRP re-authorizations, the member agency assessments are based on population data from Department of Finance and trips generated by jurisdiction. The trip generation data is based on the latest available land use data from the C/CAG VTA Travel Demand Model; a pre-pandemic 2019 scenario. The trips generated per jurisdiction are a summation of trip productions (trips created by households) and trip attractions (trips created by employment).

Within the travel demand model, there are multiple Traffic Analysis Zones (TAZ) within each jurisdiction that are assigned trips based on the number and size of households, automobile

ownership, types of activities (residential, commercial industrial, etc.), and density of development. TAZ boundaries do not line up exactly to jurisdictional boundaries and require adjustment to assign trips to each jurisdiction by using an area ratio-based method. Area ratios were used to split the trip productions and attractions of one TAZ into two (or more) jurisdictions.

As part of the development of the SB 743 VMT Countywide Estimation Tool in 2020, the process of assigning trips under the 2019 scenario used a different methodology wherein if a TAZ falls into multiple jurisdictions, the trips created by households in that TAZ are split based on estimated percent share of households in each jurisdiction. The trips created by employment in that TAZ are split based on estimated percent share of jobs in each jurisdiction.

When this methodology was applied, there was a decrease observed in trips generated by unincorporated county when compared to the last trip generation analysis (2015 scenario). Because the 2020 method is used in the 2019 trip generation summary, more unincorporated areas trips are precisely assigned to jurisdictions, resulting in less trips in unincorporated areas.

**First**, to allow jurisdictions to adjust to the new baseline fee from the updated trip data, staff is proposing to keep the total fee amount of \$1,850,000 the same for FY 23/24.

**Second**, the fee would increase by 5% next year (FY 24/25) to reflect the decline in purchasing power since the underlying fee has not been increased since 2007.

**Third**, that in each of the subsequent two years of the Plan period, the assessments are to be escalated by CPI, with a ceiling of 3%. This is to attempt maintain the current levels of service and investment.

Table 2 illustrates the Baseline and staff recommendation.

**Table 2: Summary of Baseline and Staff Recommendation**

# YRS	Baseline	Staff Recommendation
Year 1- FY 23/24	No change*	No change*
Year 2- FY 24/25	No change	5%
Year 3- FY 25/26	No change	Lesser of CPI or 3%
Year 4-FY 26/27	No change	Lesser of CPI or 3%
Aggregate Increase in Year 4	\$0	\$394,827
Total Increase in cost per jurisdiction over 4 years	\$0	Ranges from \$2,240 to \$57,923
Highest and Lowest Average Annual Increase	\$0	\$560 to \$14,481

\* Note- Individual jurisdictions’ payments may vary due to changes in population or share of Countywide trips.

The C/CAG Board of Directors retains all authority over future changes in fees. All changes will be presented during the draft budget and reviewed and approved by the C/CAG Board of Directors.

The C/CAG Board received a presentation on the draft recommendations at its April meeting and were also supportive of staff recommendation. At the April TAC meeting, staff will share the

updated recommendation of the Fiscal Year 2023/24 CRP fee with Trip Generation data from the 2019 C/CAG VTA Travel Demand Model. By early May, staff plans to release the draft Fiscal Year 2024 – 2027 Congestion Relief Plan for comments.

**ATTACHMENT**

1. CRP Program Fees: Staff Recommendation for Escalation

CRP Program Fees: Staff Recommendation for Escalation

Baseline (FY22/23)

Agency	Annual Fee	Total 4 Yr Fee
Atherton	\$16,580	\$66,321
Belmont	\$60,501	\$242,006
Brisbane	\$12,661	\$50,642
Burlingame	\$86,747	\$346,989
Colma	\$9,727	\$38,907
Daly City	\$225,150	\$900,599
East Palo Alto	\$56,647	\$226,587
Foster City	\$76,616	\$306,465
Half Moon Bay	\$31,232	\$124,929
Hillsborough	\$23,786	\$95,144
Menlo Park	\$92,303	\$369,211
Millbrae	\$54,121	\$216,482
Pacifica	\$83,411	\$333,644
Portola Valley	\$10,919	\$43,677
Redwood City	\$219,696	\$878,783
San Bruno	\$108,006	\$432,026
San Carlos	\$74,791	\$299,165
San Mateo	\$267,664	\$1,070,657
South San Francisco	\$161,841	\$647,363
Woodside	\$13,923	\$55,691
San Mateo County	\$163,678	\$654,713

TOTAL \$1,850,000 \$7,400,000

Baseline with updated Trip Data (FY23/24)

Agency	Annual Fee	Total 4 Yr Fee	Chng from Trip Data
Atherton	\$14,055	\$56,220	(\$2,525)
Belmont	\$62,785	\$251,140	\$2,284
Brisbane	\$17,385	\$69,540	\$4,724
Burlingame	\$92,223	\$368,892	\$5,476
Colma	\$10,494	\$41,976	\$767
Daly City	\$224,205	\$896,820	(\$945)
East Palo Alto	\$60,990	\$243,960	\$4,343
Foster City	\$86,974	\$347,896	\$10,358
Half Moon Bay	\$30,292	\$121,168	(\$940)
Hillsborough	\$23,419	\$93,676	(\$367)
Menlo Park	\$102,668	\$410,672	\$10,365
Millbrae	\$53,205	\$212,820	(\$916)
Pacifica	\$82,869	\$331,476	(\$542)
Portola Valley	\$11,737	\$46,948	\$818
Redwood City	\$230,320	\$921,280	\$10,624
San Bruno	\$104,525	\$418,100	(\$3,481)
San Carlos	\$80,747	\$322,988	\$5,956
San Mateo	\$271,405	\$1,085,620	\$3,741
South San Francisco	\$160,375	\$641,500	(\$1,466)
Woodside	\$13,976	\$55,904	\$53
San Mateo County	\$115,351	\$461,404	(\$48,327)

TOTAL \$1,850,000 \$7,400,000

Recommendation: Catch up in FY24/25 and then annual CPI increase (assumes CPI at 2%)

2024 (Updated Trip Data)	2025 (5%)	2026 (2%)	2027 (2%)	Total 4 Yr Fee	Total 4 Yr Chng	Avg Annual Chng
\$14,055	\$14,758	\$15,053	\$15,354	\$59,220	\$3,000	\$750
\$62,785	\$65,924	\$67,243	\$68,588	\$264,540	\$13,400	\$3,350
\$17,385	\$18,254	\$18,619	\$18,992	\$73,250	\$3,710	\$928
\$92,223	\$96,834	\$98,771	\$100,746	\$388,574	\$19,682	\$4,921
\$10,494	\$11,019	\$11,239	\$11,464	\$44,216	\$2,240	\$560
\$224,205	\$235,415	\$240,124	\$244,926	\$944,670	\$47,850	\$11,962
\$60,990	\$64,040	\$65,320	\$66,627	\$256,976	\$13,016	\$3,254
\$86,974	\$91,323	\$93,149	\$95,012	\$366,458	\$18,562	\$4,640
\$30,292	\$31,807	\$32,443	\$33,092	\$127,633	\$6,465	\$1,616
\$23,419	\$24,590	\$25,082	\$25,583	\$98,674	\$4,998	\$1,250
\$102,668	\$107,801	\$109,957	\$112,157	\$432,583	\$21,911	\$5,478
\$53,205	\$55,865	\$56,983	\$58,122	\$224,175	\$11,355	\$2,839
\$82,869	\$87,012	\$88,753	\$90,528	\$349,162	\$17,686	\$4,421
\$11,737	\$12,324	\$12,570	\$12,822	\$49,453	\$2,505	\$626
\$230,320	\$241,836	\$246,673	\$251,606	\$970,435	\$49,155	\$12,289
\$104,525	\$109,751	\$111,946	\$114,185	\$440,408	\$22,308	\$5,577
\$80,747	\$84,784	\$86,480	\$88,210	\$340,221	\$17,233	\$4,308
\$271,405	\$284,975	\$290,675	\$296,488	\$1,143,543	\$57,923	\$14,481
\$160,375	\$168,394	\$171,762	\$175,197	\$675,727	\$34,227	\$8,557
\$13,976	\$14,675	\$14,968	\$15,268	\$58,887	\$2,983	\$746
\$115,351	\$121,119	\$123,541	\$126,012	\$486,022	\$24,618	\$6,155

\$1,850,000 \$1,942,500 \$1,981,350 \$2,020,977 \$7,794,827 \$394,827 \$98,707

Smallest Colma \$2,240 \$560  
Largest San Mateo \$57,923 \$14,481

## C/CAG AGENDA REPORT

Date: April 20, 2023

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Program Director

Subject: Receive a presentation on the Metropolitan Transportation Commission Bay Area Vision Zero (BayVIZ) System

(For further information contact Kaki Cheung at [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org))

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### RECOMMENDATION

That the Committee receive a presentation on the Metropolitan Transportation Commission Bay Area Vision Zero (BayVIZ) System.

### FISCAL IMPACT

There is no direct fiscal impact to C/CAG.

### SOURCE OF FUNDS

N/A.

### BACKGROUND

As the County's Transportation Agency, C/CAG often brings topics related to transportation planning, safety and funding to the Committee. This month, C/CAG invited Metropolitan Transportation Commission (MTC) to share their Bay Area Vision Zero (BayVIZ) system.

MTC has developed the Bay Area Vision Zero (BayVIZ) system to improve access to safety-related data and analysis tools, with the goal of reducing traffic fatalities within the nine-county region. This tool allows anyone to generate a dashboard for any custom Area of Interest within any of the 9 counties that make up the Bay Area or Metropolitan Transportation Commission region. Each dashboard has the same content, but will have data that applies to the specific boundary selected by a user. The information in each dashboard includes:

- Collision summary statistics for the area of interest for all modes. Trends for non-motorized road users (people on bike or on foot) are highlighted throughout the dashboard.
- Details about collisions within the area of interest
- Details about the people who live, work, and visit the area of interest
- Information about the street network and roads within the area of interest
- Steps and resources for implementing a vision zero safety plan within the area of interest

At the April TAC meeting, the Committee will receive a presentation on this tool and have an opportunity to ask questions. For more information or create a Vision Zero Insights Dashboard visit <https://bayviz.mysidewalk.com/>

**ATTACHMENT**

None.

**C/CAG AGENDA REPORT**

Date: April 20, 2023

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Regional Project and Funding Information

(For further information, contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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**RECOMMENDATION**

That the Technical Advisory Committee receives information on regional project and funding related items.

**FISCAL IMPACT**

None.

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

**Project Delivery***FHWA Policy for Inactive Projects*

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Please continue to send invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project. Obligated funds should be able to be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

### *Pavement Management Program (PMP) Certification*

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a current PMP certification are not eligible to receive regional funds for local streets rehabilitation and will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Sui Tan at [stan@bayareametro.gov](mailto:stan@bayareametro.gov) if you need to update your certification.

### *MTC Annual Obligation Plan for FY 2022-23 Status Report*

The MTC Annual Obligation Plan status report for FY 2022-23 is attached for your reference (Attachment 3). The jurisdictions listed in this report are required to deliver a complete, funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance that results in the receipt of an authorization of the funds (i.e. E-76) before January 31, 2023. Funds that do not meet the obligation deadline of January 31, 2023 are subject to re-programming by MTC.

### *Caltrans District 4 – Local Assistance Contacts*

See Attachment 4 for the current staff contact list for Caltrans District 4 Office of Local Assistance.

### *Lapsed Project End Dates*

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 5) and work with Caltrans Local Assistance to take appropriate action.

Any work done on projects past the PED is not eligible for reimbursement. PEDs should be extended prior to the expiration of the current PED. If a PED is extended after its lapse, then the work done during the lapsed period is not reimbursable. PEDs must be extended through an E-76 modification. Please plan on the E-76 approval process to take at least 4 weeks.

Caltrans Division of Local Assistance (DLA), Office of Project Implementation provides guidance and support to local agencies in managing the Federal-aid projects. The Project End Date (PED), analogous to the previously used Agreement End Date (AED), is the date that an agency estimates to identify the end of a project phase's Period of Performance (end of Federally participating work). It is defined as the date after which no additional federally participating costs may be incurred for an authorized phase of work.

The look ahead report attached lists projects with (i) expired PED, (ii) PED to expire within the next three months, (iii) PED to expire within the next 6 months and (iv) PED to expire in more than 6 months but with lapses in the past. The purpose of this list is to alert local agencies of expired or expiring PEDs, so they can initiate PED extension requests where necessary and/or contact DLAEs for further assistance. Projects with final invoices submitted do not require a PED extension.

## Current and Upcoming Funding Opportunities

### *Clean California Local Grant Program – Cycle 2*

Caltrans developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

The goals of the Clean CA Local Grant Program are to:

- Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Advance equity for underserved communities.

The following is the projected draft timeline for Cycle 2 of the Clean California Local Grant Program.

Workshops on Program Guideline Updates	Click here for workshop recording and slides: <a href="https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program">https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program</a>
Call for Projects	January 2023
Three Application Workshops	January through March 2023
Project Application Deadline	<b>April 28, 2023 at 5pm.</b>
Project Award Notification	August/September 2023
Project Completion Date	June 2026

### *Affordable Housing and Sustainable Communities (AHSC)*

The Affordable Housing and Sustainable Communities (AHSC) program funds coordinated housing and transportation improvement projects, and in the past has funded new transit vehicles and infrastructure, bike lanes, pedestrian amenities, and public spaces. Draft guidelines for Round 7 of the AHSC program were released in late September.

The following is the projected timeline for Call for Projects.

Final Guidelines presented to California Strategic Growth Council (SGC)	December 2022
HCD released NOFA and application workbook	January 2023
Applications Due	March 2023
Award recommendations presented to SGC	August 2023

For more information, please follow the link: <http://sgc.ca.gov/programs/ahsc/>

### *Bipartisan Infrastructure Law (BIL) Programs Update*

See Attachment 6 of upcoming Notice of Funding Opportunities and a summary of the program categories under the BIL.

Full details can be found here: <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

## **Training Opportunities**

### *Local Assistance Training Day (June 7th)*

Caltrans invites you to join the Caltrans Local Assistance Training Day. This training is intended for the RTPA group members, local agencies, partners, and all interested parties. The Caltrans Division of Local Assistance, in partnership with the Regional Transportation Planning Agencies (RTPA), provides a quarterly, statewide webinar. Subjects include information sharing, local project delivery policies, processes, procedures, and facilitating peer-sharing of best practices. Once registered, you will receive an access link via email from Sacramento State, College of Continuing Education.

Questions regarding this event, please contact [ca-ctap@csus.edu](mailto:ca-ctap@csus.edu)

To register for the June 7<sup>th</sup> webinar, please click on the following link <https://apps.cce.csus.edu/sites/cce/reg/?CID=5103>

### *Local Technical Assistance Trainings*

These programs provide subsidized, practical training for transportation professionals in California's cities, counties, and regional transportation agencies.

- Federal Aid Series – Various Dates. Register here: <https://californialtap.org/index.cfm?pid=1077>

## **Data Requests**

### *Highway Performance Monitoring System (HPMS) - Traffic Data Request*

With coordination from MTC, this study provides data to the Federal Highway Administration (FHWA) on the physical condition and the performance characteristics of the road system. It is also used for apportioning Federal-aid Highway Funds and is an annual reporting requirement for funding through the One Bay Area Grant program (OBAG 3).

Caltrans is requesting the most recent ADT data for **calendar years 2021 and 2022**, with the month and year when the traffic counts were collected. To simplify the reporting process and

provide the data in Caltrans' preferred format, please update your traffic counts through StreetSaver. StreetSaver is an asset management tool that is already being used in your jurisdiction for pavement maintenance. You can find more information about StreetSaver at <https://www.streetsaver.com/>

You have three options for reporting HPMS data:

1. **Bulk data upload to StreetSaver (preferred):** update your traffic counts in the template provided below, which lists all your streets and roads on the StreetSaver database. Upload the completed template to StreetSaver using the instructions linked below.
  - a. Template link for your jurisdiction: <https://mtdrive.box.com/s/7541znsx95mkjuib4de0ncoix7qxsecw>
  - b. ADT import instructions: <https://mtdrive.app.box.com/s/bxu648lin18dx52absc1f1mkat3g9d3h> (PDF attached)
2. **Manual entry in StreetSaver:** follow the instructions linked above to enter ADT manually.
3. **Shapefile submission:** send shapefiles directly to [abalderamos@bayareametro.gov](mailto:abalderamos@bayareametro.gov).

**Please submit your HPMS updates by April 30, 2023** and if your submission is via StreetSaver, kindly send Alfredo Baldermos at MTC an email notifying them that it has been uploaded. **If you do not have traffic data to report for calendar year 2021 or 2022, please let MTC know there are no updates to report for your jurisdiction.**

Please reach out to the following contacts with questions by topic:

- StreetSaver (technical support): [mtcsupport@devmecca.com](mailto:mtcsupport@devmecca.com)
- StreetSaver/MTC: [stan@bayaremetro.gov](mailto:stan@bayaremetro.gov) or 510-400-8428
- HPMS: Alfredo Baldermos, [abalderamos@bayareametro.gov](mailto:abalderamos@bayareametro.gov) or 415-778-6632
- OBAG 3 requirements: Thomas Arndt, [tarndt@bayareametro.gov](mailto:tarndt@bayareametro.gov) or 415-820-7983

### *San Mateo Countywide Local Roadway Safety Plan*

C/CAG Staff has begun to work with its consultant, Kittelson & Associates, to develop the Countywide Local Roadway Safety Plan (LRSP). As part of the initial steps, the consultant is kindly requesting any available of the following data from respective jurisdictions:

#### **Crash Data**

- Kittelson will obtain the most recent five years available from SWITRS and TIMS public databases. Please indicate if your jurisdiction has a local database you would prefer to use to supplement SWITRS and TIMS.

#### **Roadway Data**

- Kittelson will assemble a roadway network for analysis from publicly available data files, including from Census TIGER/Line data. Please Provide the following data
  - Lane number
  - Functional classification
  - Posted speed
  - Sidewalk presence

- Bike lane presence/type
- Paths and trails
- Intersection location and control type (signalized/unsignalized/roundabout)
- Traffic counts/AADTs

### **Local Plans and Designs**

- The following information helps inform two items related to the Countywide LRSP: (1) documenting previous/ongoing safety efforts as part of the LRSP and (2) focusing the consultant team’s attention to project development on locations that have not been recently improved and/or are not already planned for improvements.
  - Recent grant applications (successful and unsuccessful):
    - HSIP
    - ATP
    - Others
  - Recently completed projects plans, studies, or pending improvements
  - Recent safety improvements implemented
  - Other relevant safety/roadway projects (including quick-build projects or pandemic-related street closures)

Additionally, staff is requesting a representative from each jurisdiction to participate in the Advisory Group to inform the development of the LRSP. The current list of Advisory Group members is located here:

<https://docs.google.com/document/d/1rB9FvjZ3TxwPbRXDesByZlY06sL7r5Ld/edit>

### **ATTACHMENTS**

1. Caltrans Inactive Project List for San Mateo County as of March 23, 2023
2. MTC’s PMP Certification Status of Agencies within San Mateo County as of April 4, 2023
3. MTC Annual Obligation Plan for FY 2022-23
4. Caltrans District 4 – Local Assistance Contacts
5. Caltrans Lapsed Project End Dates as of March 1, 2023
6. Bipartisan Infrastructure Law Programs Update

Updated on 03/23/2022 2nd quarter inactive projects

&lt; \$50,000 unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5029035	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0416000282L	CML	4	SM	Redwood City	MIDDLEFIELD ROAD BETWEEN MAIN STREET AND WOODSIDE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS: SIDEWALK WIDENING, CORNER BULB OUT, CROSSWALKS, BUS STOP, BENCHES, PED LIGHTS, STREET LIGHTS, BIKE LANES, SIGNS, STRIPING	10/12/2021	2/27/2018	10/12/2021	10/12/2021	14	Z003	\$7,286,350.00	\$1,752,000.00	\$1,711,999.99	\$40,000.01
5438018	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0420000013L	STPL	4	SM	East Palo Alto	WEST BAYSHORE RD, SCOFIELD ST, RUNNYMEDE ST., PULGAS AVE, O.CONNOR ST (NON-PARTICIPATING), NEWBRIDGE ST, COOLEY AVE ROADWAY REHABILITATION, INCLUDING: BASE REPAIR, CRACK SEAL. AC OVERLAY, GRINDING, ADJUST UTILITY FRAMES, REPLACE PAVEMENT MARKINGS AND TRAFFIC SIGNAL DETECTION	6/21/2021	3/5/2020	6/21/2021	6/21/2021	18	Z230	\$1,358,724.00	\$416,000.00	\$376,817.83	\$39,182.17
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000122L	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	29	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5029032	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	8/28/2019	3/21/2014	8/28/2019	8/28/2019	40	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000121L	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	29	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

\$1,000 or less unexp. balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204125	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0413000206L	FERPL	4	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	7/2/2019	5/16/2017	7/2/2019	7/2/2019	41	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5299013	Inactive	Final Voucher Complete- sent to Fed Reimb (Federal)	0415000126L	STPL	4	SM	Millbrae	MILLBRAE DOWNTOWN AND EL CAMINO REAL CORRIDOR, MILLBRAE PRIORITY DEVELOPMENT AREA SPECIFIC PLAN	4/19/2022	2/6/2015	4/19/2022	4/19/2022	8	M23E	\$650,000.00	\$500,000.00	\$500,000.00	\$0.00
6204113	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0400000684L	CML	4	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	1/24/2020	1/30/2014	1/24/2020	2/24/2022	35	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
5268020	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0415000290L	STPL	4	SM	Belmont	BELMONT VILLAGE, SPECIFIC IMPLEMENTATION PLAN	4/25/2018	4/9/2015	4/25/2018	4/25/2018	56	M23E	\$550,000.00	\$440,000.00	\$440,000.00	\$0.00
6204111	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0400000743L	HPLULCML	4	SM	Caltrans	STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT	5/26/2017	11/1/2013	5/26/2017	5/26/2017	67	HY10	\$10,166,000.00	\$3,390,749.00	\$3,390,749.00	\$0.00
5935044	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04924729L	CML	4	SM	San Mateo County	MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL	6/24/2010	2/5/2009	6/24/2010	6/17/2013	150	L400	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00

PMP Certification April 4, 2023	Expired
	Expiring within 60 days
	Certified (including Pending & Extension)

\* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
San Mateo	San Bruno	8/3/2019	9/1/2021	22	Certified with Pending
San Mateo	Atherton	6/30/2020	7/1/2022	23	Certified with Pending
San Mateo	Colma	6/13/2019	7/1/2022	23	Certified with Pending
San Mateo	San Mateo County	7/31/2019	8/1/2022	23	Certified with Pending
San Mateo	Brisbane	9/1/2022	9/1/2024	23	Certified
San Mateo	Burlingame	8/15/2020	9/1/2022	23	Certified with Pending
San Mateo	East Palo Alto	8/15/2020	9/1/2023	21	Certified with Extension
San Mateo	Hillsborough	8/15/2020	9/1/2022	23	Certified with Pending
San Mateo	Pacifica	8/28/2020	9/1/2022	23	Certified with Pending
San Mateo	Woodside	8/19/2020	9/1/2023	21	Certified with Extension
San Mateo	Millbrae	9/26/2020	10/1/2022	23	Certified with Pending
San Mateo	Daly City	10/1/2019	11/1/2022	23	Certified with Pending
San Mateo	San Carlos	10/7/2019	11/1/2022	23	Certified with Pending
San Mateo	Menlo Park	12/31/2020	1/1/2023	23	Certified with Pending
San Mateo	Portola Valley	2/28/2021	3/1/2023	21	Expired
San Mateo	South San Francisco	2/23/2020	3/1/2023	20	Certified with Extension
San Mateo	Foster City	8/7/2021	9/1/2023	21	Certified with Extension
San Mateo	San Mateo	9/3/2020	10/1/2023	21	Certified with Extension
San Mateo	Belmont	11/1/2021	12/1/2023	22	Certified with Pending
San Mateo	Half Moon Bay	11/1/2021	12/1/2024	22	Certified with Extension
San Mateo	Redwood City	12/1/2021	12/21/2023	22	Certified

(\*) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to:

[http://mtc.ca.gov/sites/default/files/PMP\\_Certification\\_Status\\_Listing.xlsx](http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx)

DRAFT FFY2022-23 Annual Obligation Plan

MTC FFY 2022-23 Annual Obligation Plan										Total Obligations	Total Programmed	Remaining Balance		
Project List														
February 28, 2022										12%	100%	88%		
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action Status	Latest Action Date	\$45,117,767	\$387,627,520	\$342,509,753
County	Sponsor	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Oblig Amount	Total	Balance
Marin	MCTD	MRN210002	7197	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	FTASTPL-6343(006)	PE	MCTD - Bus Stop Improvements			\$0	\$80,000	\$80,000
Marin	Novato	VAR170002	7001	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5361(031)	CON	Novato Traffic, Bicycle & Pedestrian Improvements	RFA at CT-HQ	15-Dec-2022	\$0	\$941,600	\$941,600
Napa	MTC	NAP190007	7162	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	CON	Napa Valley Forward: Safety & Operational Impv			\$0	\$4,300,000	\$4,300,000
Region	MTC	REG090003	4271	CMAQ-T4-2-FPI-REG	OBAG	CMAQ	-6084()	CON	Freeway Performance Initiative (FPI)			\$0	\$402,152	\$402,152
Region	MTC	REG170002	6316	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	-6084()	PE	Connected Bay Area			\$0	\$3,000,000	\$3,000,000
Region	MTC	REG170002	6316	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	-6084()	CON	Connected Bay Area			\$0	\$1,600,000	\$1,600,000
Region	MTC	REG170002	6316	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	-6084()	CON	Connected Bay Area			\$0	\$6,000,000	\$6,000,000
Region	MTC	REG170013	6739	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	STPLNI-6084(260)	CON	511 Next Gen	Obligated	23-Dec-2022	\$5,372,000	\$5,372,000	\$0
Region	MTC	REG170022	6833	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	CON	Clipper 2.0 Fare Payment System			\$0	\$900,000	\$900,000
Region	MTC	VAR170023	6730	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	STPL-6084(291)	PE	Freeway Performance Program: SR-84	Obligated	31-Oct-2022	\$4,000,000	\$4,000,000	\$0
Region	MTC	VAR190007	6014	STP-T6-OBAG3-REG-MSOP	OBAG 3	STP	FTASTPL-6014(021)	CON	SF Bay Area:Transit Preventive Maintenance	FTA Transfer at FWHA	12-Jan-2023	\$0	\$7,000,000	\$7,000,000
Region	MTC	Various		STP-T6-OBAG3-CO	OBAG 3	STP	-6084()	OTHER	Regional Planning Activities and PPM - CTAs			\$0	\$21,612,000	\$21,612,000
Region	MTC	Various		STP-T6-OBAG3-REG-CSCC	OBAG 3	STP	-6084()	OTHER	Regional Planning Activities and PPM - CTAs			\$0	\$3,000,000	\$3,000,000
Region	MTC	Various		STP-T6-OBAG3-REG-CSCC	OBAG 3	STP	-6084()	OTHER	Regional Planning Activities and PPM - CTAs			\$0	\$1,280,000	\$1,280,000
Region	MTC	REG210201	10020	STP-T5-OBAG2-REG-PCA	OBAG 2	STP	STPLNI-6084(293)	OTHER	Priority Conservation Area Grant Implementation	Obligated	28-Dec-2022	\$525,000	\$525,000	\$0
Region	MTC		10034	STP-T6-OBAG3-REG-CSCC	OBAG 3	STP	-6084()	OTHER	Bay Trail Planning			\$0	\$1,500,000	\$1,500,000
Region	MTC		10034	STP-T6-OBAG3-REG-CSCC	OBAG 3	STP	-6084()	OTHER	Bay Trail Technical Assistance			\$0	\$250,000	\$250,000
Region	MTC	VAR190007	7092	STP-T6-OBAG3-REG-MSOP	OBAG 3	STP	-6084()	CON	GL: Transit Preventive Maintenance			\$0	\$7,000,000	\$7,000,000
Region	MTC	MTC050001	1608	CMAQ-T6-OBAG3-REG-CCR	OBAG 3	CMAQ	CMNLI-6084(292)	CON	Bay Area Commuter Benefits Program	Obligated	25-Jan-2023	\$0	\$6,800,000	\$6,800,000
Region	MTC	MTC050001	1608	STP-T6-OBAG3-REG-CCR	OBAG 3	STP	-6084()	CON	Bay Area Commuter Benefits Program			\$0	\$3,200,000	\$3,200,000
Region	MTC	REG170003	6331	CMAQ-T6-OBAG3-REG-CCR	OBAG 3	CMAQ	-6084()	CON	511 Carpool and Vanpool Programs			\$0	\$3,400,000	\$3,400,000
Region	MTC	REG170006	6400	CMAQ-T6-OBAG3-REG-CCR	OBAG 3	CMAQ	CMLNI-6084(290)	CON	Climate Initiatives Education and Outreach	Obligated	27-Oct-2022	\$1,500,000	\$1,500,000	\$0
San Francisco	BART	SF-170016	6727	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	FTASTPL-6000(071)	CON	Embarcadero Stn: New North-Side Platform Elevator	FTA Transferred	26-Oct-2022	\$3,144,302	\$3,144,302	\$0
San Francisco	SFCTA	SF-070027	3741	01CA0006	HBP-Seismic	Bridge	STPLZ-6272(029)	CON	Hillcrest Road West of Yerba Buena Island			\$0	\$2,042,843	\$2,042,843
San Francisco	SFCTA	SF-070027	3741	01CA0002	HBP-Seismic	Bridge	STPLZ-6272(026)	ROW	WB I-80 on ramp West of Yerba Buena Island			\$0	\$550,000	\$550,000
San Francisco	SFCTA	SF-070027	3741	01CA0002	HBP-Seismic	Bridge	STPLZ-6272(026)	CON	WB I-80 on ramp West of Yerba Buena Island			\$0	\$19,077,011	\$19,077,011
San Francisco	SFCTA	SF-070027	3741	01CA0003	HBP-Seismic	Bridge	STPLZ-6272(027)	ROW	EB I-80 off ramp to TI Road (2 Bridges)			\$0	\$300,000	\$300,000
San Francisco	SFCTA	SF-070027	3741	01CA0003	HBP-Seismic	Bridge	STPLZ-6272(027)	CON	EB I-80 off ramp to TI Road (2 Bridges)			\$0	\$8,460,249	\$8,460,249
San Francisco	SFCTA	SF-070027	3741	01CA0004	HBP-Seismic	Bridge	STPLZ-6272(028)	CON	Treasure Island Road West of SFOBB			\$0	\$1,724,961	\$1,724,961
San Francisco	SFCTA	SF-070027	3741	01CA0008	HBP-Seismic	Bridge	STPLZ-6272(032)	CON	Treasure Island road West of SFOBB			\$0	\$505,169	\$505,169
San Francisco	SFCTA	SF-070027	3741	01CA007A	HBP-Seismic	Bridge	STPLZ-6272(030)	CON	Treasure Island Road West of SFOBB			\$0	\$271,062	\$271,062
San Francisco	SFCTA	SF-070027	3741	01CA007B	HBP-Seismic	Bridge	STPLZ-6272(031)	CON	Treasure Island Road West of SFOBB			\$0	\$357,315	\$357,315
San Francisco	SFCTA	SF-070027	3741	01CA0001	HBP-Seismic	Bridge	STPLZ-6272(024)	CON	WB SFOBB on ramp West of YBI			\$0	\$369,634	\$369,634
San Francisco	SFCTA	SF-070027	3741	HBP-T4-L	HBP	HBP	BRLS-6272(047)	CON	Yerba Buena Island, SF I-80 On and Off Ramps	AC Conversion at FHWA	22-Feb-2023	\$0	\$22,750,860	\$22,750,860
San Francisco	SFCTA	SF-070027	3741	Other Federal	Other Federal	Other Federal	STPLZ-6272(046)	CON	Yerba Buena Island, SF I-80 On and Off Ramps	RFA at CT-HQ	15-Feb-2023	\$0	\$18,000,000	\$18,000,000
San Francisco	SFMTA	SF-170023	6892	STP-T6-OBAG3-CO	OBAG 3	STP	STPLNI-6328(105)	CON	SF Safe Routes to School Non-Infrastructure	RFA at FHWA	17-Feb-2023	\$0	\$7,082,000	\$7,082,000
San Francisco	SFMTA	SF-210003	7212	STP-CRRSAA	OBAG 2	CRRSAA+	ATPL-6328(098)	CON	San Francisco - Folsom Streetscape	RFA at CT-District	23-Jan-2023	\$0	\$5,000,000	\$5,000,000
San Francisco	SFMTA	SF-210003	7212	ATP-REG-T5-5-FED	ATP-REG	ATP-FED	ATPL-6328(098)	CON	San Francisco - Folsom Streetscape	RFA at CT-District	23-Jan-2023	\$0	\$7,040,000	\$7,040,000
San Francisco	SFMTA	SF-210003	7212	RIP-COVID21-SF	RTIP	RTIP-FED	ATPL-6328(098)	CON	San Francisco - Folsom Streetscape	RFA at CT-District	23-Jan-2023	\$0	\$3,043,238	\$3,043,238
San Francisco	SFMTA	SF-210005	7334	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-6328()	CON	Transbay Terminal Mobility Hub - East Cut			\$0	\$340,760	\$340,760
San Francisco	SFDPW	SF-130001	5673	EARMARK-T5-RE	EARMARK	EARMARK	-5934(185)	CON	SF- Better Market Street Transportation Elements			\$0	\$70,627	\$70,627
San Mateo	Brisbane	SM-170041	6644	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5376(016)	CON	Crocker Trail Commuter Connectivity Upgrades	Obligated	6-Dec-2022	\$885,000	\$885,000	\$0
San Mateo	Burlingame	SM-210007	7292	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5171(026)	CON	Burlingame Ped Safe Routes and Mobility Imp	RFA at CT-HQ	13-Feb-2023	\$0	\$200,000	\$200,000
San Mateo	Burlingame	SM-210009	7311	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5171()	CON	Burlingame Square Caltrain Station Mobility Hub			\$0	\$500,000	\$500,000
San Mateo	Daly City	SM-210012	7312	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5196(044)	CON	Southgate Ave and School St Safety Improvements	Obligated	5-Jan-2023	\$450,000	\$450,000	\$0
San Mateo	East Palo Alto	SM-070006	2565	EARMARK-T3-HPP	EARMARK	EARMARK	HPLUL-5438(015)	PE	US 101 University Ave Interchange Improvements	AC Authorized	20-Dec-2022	\$0	\$206,000	\$206,000
San Mateo	East Palo Alto	SM-070006	2565	EARMARK-T3-HPP	EARMARK	EARMARK	HPLUL-5438(015)	CON	US 101 University Ave Interchange Improvements	AC Authorized	20-Dec-2022	\$0	\$771,000	\$771,000
San Mateo	Half Moon Bay	SM-170013	6626	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5357(011)	CON	Half Moon Bay - Poplar Complete Streets	Obligated	21-Feb-2023	\$1,202,000	\$1,202,000	\$0
San Mateo	Millbrae	SM-210010	7314	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	CML-5299(019)	CON	Millbrae Transit Center MicroMobility Hub Pilot	NEPA Clearance	18-Nov-2022	\$0	\$345,150	\$345,150
San Mateo	Millbrae	SM-210011	7310	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5299(018)	CON	Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps	RFA at CT-HQ	21-Feb-2023	\$0	\$347,000	\$347,000
San Mateo	Portola Valley	SM-170044	6671	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5390(006)	CON	Portola Valley Street Preservation	Obligated	23-Jan-2023	\$201,000	\$201,000	\$0
San Mateo	San Bruno	SM-210003	7244	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5226(026)	CON	San Bruno Transit Corridor Ped Connection Ph4	AC Authorized	13-Sep-2022	\$0	\$385,000	\$385,000

DRAFT FFY2022-23 Annual Obligation Plan

MTC FFY 2022-23 Annual Obligation Plan										Obligation		Total Obligations	Total Programmed	Remaining Balance
Project List										Latest Action Status	Latest Action Date	12%	100%	88%
February 28, 2022												\$45,117,767	\$387,627,520	\$342,509,753
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Oblig Amount	Total	Balance
San Mateo	San Bruno	SM-170017	6682	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5226(023)	CON	Huntington Transit Corridor Bike/Ped Improvements	NEPA Clearance	31-Aug-2021	\$0	\$792,000	\$792,000
San Mateo	San Carlos	SM-090008	4246	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5267()	CON	US101/Holly St I/C Mod and Bike/Ped Overcrossing			\$0	\$1,000,000	\$1,000,000
San Mateo	SF City/County	SM-130031	6022	STP-T4-2-PCA-REG	OBAG	STP	STPL-6216(003)	CON	Southern Skyline Blvd. Ridge Trail Extension	RFA at CT-HQ	8-Feb-2023	\$0	\$1,000,000	\$1,000,000
San Mateo	SMCCAG	SM-170046	6845	RIP-T6-22-FED-SM	RTIP	RTIP-FED	-6419()	CON	ITS Improvements in San Mateo County Northern Citi	NEPA Clearance	1-Jul-2020	\$0	\$7,900,000	\$7,900,000
San Mateo	SMCCAG	SM-170046	6845	RIP-COVID21-SM	RTIP	RTIP-FED	-6419()	CON	ITS Improvements in San Mateo County Northern Citi	NEPA Clearance	1-Jul-2020	\$0	\$1,412,000	\$1,412,000
San Mateo	SMCCAG	SM-110022	4919	STP-T6-OBAG3-CO	OBAG 3	STP	-6419()	CON	San Mateo County SR2S Program	NEPA Clearance	31-Oct-2022	\$0	\$1,500,000	\$1,500,000
San Mateo	South San Francisco	SM-110003	4697	RIP-T5-18-FED-SM	RTIP	RTIP-FED	-5177()	PSE	US 101/Produce Avenue New Interchange	NEPA Clearance	1-Oct-2022	\$0	\$5,000,000	\$5,000,000
Santa Clara	Campbell	SCL210024	7318	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5306(033)	PE	Campbell PDA Enhancements	Obligated	12-Oct-2022	\$0	\$550,000	\$550,000
Santa Clara	Cupertino	SCL190036	7087	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	CML-5318(033)	CON	McClellan Road Separated Bikeways (Phase 3)	RFA at CT-HQ	24-Feb-2023	\$0	\$1,000,000	\$1,000,000
Santa Clara	Los Gatos	SCL170028	6638	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5067(021)	CON	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	Obligated	9-Jan-2023	\$2,432,000	\$2,432,000	\$0
Santa Clara	Los Gatos	SCL170028	6638	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	CML-5067(021)	CON	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	Obligated	9-Jan-2023	\$919,000	\$919,000	\$0
Santa Clara	Mountain View	SCL210012	7224	STP-CRRSAA	OBAG 2	CRRSAA+	STPL-5124(037)	CON	Mountain View - Stierlin Rd Bike-Ped Improvements			\$0	\$1,486,000	\$1,486,000
Santa Clara	Mountain View	SCL210012	7224	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5124(037)	CON	Mountain View - Stierlin Rd Bike-Ped Improvements			\$0	\$2,521,000	\$2,521,000
Santa Clara	MTC	SCL210022	7287	STP-T5-OBAG2-REG-RSI	OBAG 2	STP	STPLNI-6084(281)	OTHER	Diridon Station Planning & Studies	Obligated	18-Oct-2022	\$1,000,000	\$1,000,000	\$0
Santa Clara	San Jose	SCL190028	7025	ATP-REG-T5-4-FED	ATP-REG	ATP-FED	-F()	CON	Willow-Keyes Complete Streets Improvements			\$0	\$12,926,000	\$12,926,000
Santa Clara	San Jose	SCL170031	6657	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	CML-5005(156)	CON	Mt Pleasant Ped & Bike Traffic Safety Improvements	Obligated	20-Jan-2023	\$831,793	\$831,793	\$0
Santa Clara	San Jose	SCL210013	7239	STP-CRRSAA	OBAG 2	CRRSAA+	STPL-5005(166)	CON	McKee-Julian Quick Strike Improvements			\$0	\$705,000	\$705,000
Santa Clara	San Jose	SCL210014	7240	STP-CRRSAA	OBAG 2	CRRSAA+	STPL-5005(167)	CON	Bascom Avenue - Quick Strike Improvements			\$0	\$690,000	\$690,000
Santa Clara	San Jose	SCL210015	7241	STP-CRRSAA	OBAG 2	CRRSAA+	STPL-5005(168)	CON	En Movimiento - Quick Strike Improvements			\$0	\$1,325,000	\$1,325,000
Santa Clara	San Jose	SCL210016	7242	STP-CRRSAA	OBAG 2	CRRSAA+	STPL-5005(169)	CON	San Jose Downtown Bikeways - Quick Strike			\$0	\$4,025,000	\$4,025,000
Santa Clara	San Jose	SCL170061	6752	RIP-T5-18-FED-SCL	RTIP	RTIP-FED	CML-5005(162)	CON	W San Carlos Urban Village Streets Improvements			\$0	\$4,350,000	\$4,350,000
Santa Clara	San Jose	SCL170061	6752	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5005(162)	CON	W San Carlos Urban Village Streets Improvements			\$0	\$964,000	\$964,000
Santa Clara	San Jose	SCL210026	7321	STP-T5-OBAG2-CO	OBAG 2	STP	-5005()	PE	Julian and St. James Couplet Conversion			\$0	\$2,067,572	\$2,067,572
Santa Clara	Saratoga	SCL170054	6664	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5332(024)	CON	Saratoga Village Crosswalks and Sidewalk Rehab	RFA at CT-HQ	2-Feb-2023	\$0	\$338,000	\$338,000
Santa Clara	Sunnyvale	SCL170017	6555	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	ATPL-5213(068)	CON	Sunnyvale SNAIL Neighborhood Improvements	RFA at CT-HQ	6-Feb-2023	\$0	\$3,982,000	\$3,982,000
Santa Clara	Sunnyvale	SCL210023	7300	STP-CRRSAA	OBAG 2	CRRSAA+	STPL-5213(074)	CON	Sunnyvale Bicycle, Pedestrian and SRTS Safety Imps	Obligated	7-Nov-2022	\$1,900,000	\$1,900,000	\$0
Santa Clara	Sunnyvale	SCL170022	6566	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5213(064)	PE	Java Dr Road Diet and Bike Lanes	Obligated	6-Feb-2023	\$286,000	\$286,000	\$0
Santa Clara	Sunnyvale	SCL170020	6620	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5213()	PE	Bernardo Avenue Bicycle Underpass	FR in progress		\$0	\$500,000	\$500,000
Santa Clara	Sunnyvale	SCL170023	6613	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5213(061)	CON	Peery Park "Sense of Place" Improvements	Obligated	6-Feb-2023	\$2,329,000	\$2,329,000	\$0
Solano	Fairfield	SOL210001	7182	STP-T5-OBAG2-CO	OBAG 2	STP	-5132()	CON	Fairfield - Cadenasso Drive Paving			\$0	\$1,394,000	\$1,394,000
Solano	Fairfield	SOL170006	6536	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	-5132(047)	CON	East Tabor Tolenas SR2S Sidewalk Gap Closure			\$0	\$1,440,000	\$1,440,000
Solano	STA	SOL110019	6270	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-6249(054)	CON	Solano Safe Routes to School Program	Obligated	9-Nov-2022	\$600,000	\$600,000	\$0
Solano	STA	SOL110006	4313	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5030(069)	CON	Jepson: Leisure Town Road Phase 1B and 1C			\$0	\$1,407,000	\$1,407,000
Solano	STA	SOL110006	4313	EARMARK-T5-RE	EARMARK	EARMARK	-5030(069)	CON	Jepson: Leisure Town Road Phase 1B and 1C			\$0	\$81,047	\$81,047
Solano	Vacaville	SOL110006	4313	RIP-T4-12-FED-SOL	RTIP	RTIP-FED	RSTPLR-5094(069)	CON	Jepson: Leisure Town Road Phase 1B and 1C	Finalizing ROW Acq.		\$0	\$3,296,000	\$3,296,000
Solano	Vacaville	SOL110006	4313	RIP-T5-18-FED-SOL	RTIP	RTIP-FED	RSTPLR-5094(069)	CON	Jepson: Leisure Town Road Phase 1B and 1C	Finalizing ROW Acq.		\$0	\$6,000,000	\$6,000,000
Solano	Vacaville	SOL170013	6686	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5094()	CON	Vaca Valley/I505 Multimodal Improvements			\$0	\$1,907,000	\$1,907,000
Solano	Vacaville	SOL210002	7209	STP-T5-OBAG2-REG-HIP	OBAG 2	STP	-5094()	CON	Vacaville Pavement Preservation			\$0	\$1,900,000	\$1,900,000
Solano	Vallejo	SOL210020	7332	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5030()	CON	Vallejo Springs Rd Pavement Preservation	Field Review and PES Submittal	14-Jul-2022	\$0	\$1,800,000	\$1,800,000
Solano	Vallejo	SOL210007	7316	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5030()	CON	Vallejo Ferry Mobility Hub Improvement	Field Review and PES Submittal	21-Jul-2022	\$0	\$200,000	\$200,000
Sonoma	Cotati	SON210002	7226	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5383(014)	CON	Cotati Downtown-Civic Center Connectivity Safety	AC Authorized	20-Sep-2022	\$0	\$242,000	\$242,000
Sonoma	Rohnert Park	SON210009	7392	RIP-COVID21-SON	RTIP	RTIP-FED	-5379()	CON	Southwest Boulevard Complete Streets			\$0	\$2,285,000	\$2,285,000
Sonoma	Sebastopol	SON170021	6607	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5123(016)	CON	Bodega Avenue Bike Lanes and Pavement Rehab	Obligated	23-Jan-2023	\$1,195,000	\$1,195,000	\$0
Sonoma	Son Co Reg Park	SON170025	6600	STP-T5-OBAG2-REG-PCA	OBAG 2	STP	STPL-5920(164)	CON	Joe Rodota Trail Bridge Replacement	NEPA Clearance	30-Sep-2022	\$0	\$529,000	\$529,000
Sonoma	Son Co TA	SON170009	6505	STP-T6-OBAG3-CO	OBAG 3	STP	CMLNI-6364(021)	OTHER	Sonoma County - County-Wide SRTS Program	RFA at FHWA	18-Nov-2022	\$0	\$1,910,000	\$1,910,000
Sonoma	Sonoma County	SON170014	6624	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5920(175)	CON	Crocker Bridge Bike and Pedestrian Passage	Obligated	20-Jan-2023	\$1,145,000	\$1,145,000	\$0
Sonoma	Sonoma County	SON170014	6624	STP-T5-OBAG2-REG-PCA	OBAG 2	STP	STPL-5920(175)	CON	Crocker Bridge Bike and Pedestrian Passage	Obligated	20-Jan-2023	\$1,280,000	\$1,280,000	\$0
												\$45,117,767	\$387,627,520	\$342,509,753



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- Ken Nguyen, Transp. Engr., Sonoma County only ..... (510) 960-0934
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<b>Linda Phoen, Clean CA Local Grant Program Sr. TE (D4-Maint.)</b> ..... (408) 595-4007

**Project End Date Reporting**

**Last Updated: 3/1/2023**

\*\*\* Submit PED extension requests at least one month prior to expiration to account for processing times and reduce nonparticipating gaps \*\*\*

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5438(018)	STPL	East Palo Alto	100.0%				03/05/20		08/31/21 *	-19	● PED Expired	1	Approv		1			SEQ# 1(8/31/2021 to Present)	042000013		ACTIVE
5029(035)	CML	Redwood City	20.0%				02/27/18		07/31/22 *	-8	● PED Expired	1	Approv		1			SEQ# 1(7/31/2022 to Present)	0416000282		ACTIVE
5438(011)	HPLUL	East Palo Alto	100.0%		04/04/12				09/30/22 *	-6	● PED Expired	6	Approv		1			SEQ# 6(9/30/2022 to Present)	0400021118	2W	ACTIVE
5935(064)	BPMP	San Mateo County	25.0%		08/10/18				10/31/22 *	-4	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030		ACTIVE
5268(021)	CML	Belmont	66.7%				12/23/20		11/01/22	-4	● PED Expired	1	Approv		1			SEQ# 1(11/1/2022 to Present)	0419000270		ACTIVE
5177(039)	BPMP	South San Francisco	75.0%		11/19/19				12/30/22 *	-2	● PED Expired	2	Pend HQ	04/30/26	1			SEQ# 1(12/30/2022 to SEQ# 2 Approval)	0418000191		ACTIVE
5196(040)	ATPL	Daly City	33.3%		04/17/17		07/02/20		12/31/22 *	-2	● PED Expired	2	Approv		1			SEQ# 2(12/31/2022 to Present)	0417000097		ACTIVE
5177(033)	CML	South San Francisco	75.0%		01/31/14		01/09/17		03/31/23	1	◆ PED 0 to < 3 mos	4	Approv		1	3-WR	Yes (Partial)	SEQ# 3(09/01/2020 to 1/14/2021)w	0414000209	2W	ACTIVE
5196(042)	STPL	Daly City	33.3%				01/02/20		05/09/23 *	2	◆ PED 0 to < 3 mos	4	Pend HQ	05/13/25					0419000152		ACTIVE
5357(010)	BRLS	Half Moon Bay	0.0%		02/27/18				06/30/23 *	4	◆ PED 3 to < 6 mos	2	Approv						0417000486		ACTIVE
5333(012)	BRLS	Woodside	0.0%		03/16/12		03/26/21		12/30/23	10	◆ PED 6+ mos	4	Approv						0412000119	2W	ACTIVE
5935(075)	ATPLNI	San Mateo County	25.0%				06/15/17		01/01/24	10	◆ PED 6+ mos	2	Approv						0417000250	2W	ACTIVE
5029(032)	BPMP	Redwood City	20.0%		03/21/14				03/21/24 *	12	◆ PED 6+ mos	2	Approv						0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	66.7%				03/04/22		05/01/24	14	◆ PED 6+ mos	1	Approv						0421000026		ACTIVE
5935(087)	STPL	San Mateo County	25.0%		11/01/21		08/29/22		06/30/24	16	◆ PED 6+ mos	3	Approv						0422000053		ACTIVE
5171(023)	CML	Burlingame	0.0%				06/24/20		07/01/24	16	◆ PED 6+ mos	2	Approv						0418000443		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18				07/28/24	17	◆ PED 6+ mos	2	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373		ACTIVE
5376(016)	STPL	Brisbane	0.0%				12/06/22		09/15/24	18	◆ PED 6+ mos	1	Approv						0421000136		ACTIVE
5102(051)	STPL	San Mateo	50.0%				03/07/22		10/31/24 *	20	◆ PED 6+ mos	2	Pend HQ	No change					0420000363		ACTIVE
5196(044)	STPL	Daly City	33.3%				01/05/23		12/29/24	22	◆ PED 6+ mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	75.0%				09/09/22		12/31/24	22	◆ PED 6+ mos	1	Approv						0422000384		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18				01/01/25	22	◆ PED 6+ mos	2	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066		ACTIVE

**Project End Date Reporting**

**Last Updated: 3/1/2023**

\*\*\* Submit PED extension requests at least one month prior to expiration to account for processing times and reduce nonparticipating gaps \*\*\*

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMS Status
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	25	◆ PED 6+ mos	1	Approv						0423000011		ACTIVE
6419(027)	CMLNI	City/County Association of Governments of San Mateo Countv	0.0%				10/18/17		03/31/25 *	25	◆ PED 6+ mos	2	Approv						0418000108		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	28	◆ PED 6+ mos	5	Approv		1			SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5226(026)	STPL	San Bruno	50.0%				09/13/22		06/30/25	28	◆ PED 6+ mos	1	Approv						All AC		ACTIVE
5029(039)	STPL	Redwood City	20.0%				09/12/22		08/31/25	30	◆ PED 6+ mos	1	Approv						0422000084		ACTIVE
5357(011)	CML	Half Moon Bay	0.0%				02/21/23		12/31/25	34	◆ PED 6+ mos	1	Approv						Pending		ACTIVE
5177(040)	CML	South San Francisco	75.0%		01/04/19		09/09/22		12/31/26	46	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5333(013)	BHLS	Woodside	0.0%		03/16/12				NA *		■ No PED Established	3	Approv						0412000121	2W	ACTIVE
5333(014)	BHLS	Woodside	0.0%		03/16/12				NA *		■ No PED Established	3	Approv						0412000122	2W	ACTIVE
5029(024)	BPMP	Redwood City	20.0%		04/13/11				NA *		■ No PED Established	1	Approv						0400021045	2W	ACTIVE
5029(025)	BPMP	Redwood City	20.0%		04/13/11				NA *		■ No PED Established	1	Approv						0400021046	2W	ACTIVE
5935(044)	CML	San Mateo County	25.0%				02/05/09	"Fin" Invoice	NA-Zero \$ *		■ No PED Established	3	Approv						0400001511		ACTIVE
5268(020)	STPL	Belmont	NA		04/09/15			Acct Final	12/01/18 *	-52	■ NA-Closing	1	Approv		1			SEQ# 1(12/1/2018 to Present)	0415000290	7D	ACTIVE
5299(013)	STPL	Millbrae	NA	02/06/15				Acct Final	NA-Zero \$ *		■ NA-Closing	1	Approv						0415000126	7D	ACTIVE



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
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## Memorandum

TO: LSRPDWG

DATE: March 9, 2023

FR: Bryan Redmond

RE: Bipartisan Infrastructure Law Programs Update

On November 15, 2021, the President signed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), which contains billions of dollars of investment into the nation’s surface transportation networks, including public transit. There is a substantial amount of funding in competitive programs, which are summarized in the attached matrix.

The matrix contains the nationwide totals for the major programs to which some or all transit agencies in the Bay Area may be able to successfully apply for a grant. The “Authorized” totals reflect the maximum possible grant under the BIL, including funding committed from the Highway Trust Fund, advance appropriations from the General Fund, as well as funding subject to appropriation in future years. The “Guaranteed” amount excludes funding subject to appropriations as that funding is significantly less certain. Funding totals are presented over the course of five years. In the programs shared in this matrix, there is \$99 billion guaranteed available over five years.

USDOT recently published a table, available at <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>, that shows anticipated dates for upcoming NOFOs. Key programs listed of interest to TFWG include:

Program	Opening Date
<a href="#">Safe Streets and Roads for All Grant Program</a>	April 2023
<a href="#">Ferry Programs: Ferry Service for Rural Communities Program; Passenger Ferry Boat Program</a>	April 2023
<a href="#">Transit-Oriented Development Pilot Program</a>	May 2023
Multimodal Project Discretionary Grant Opportunity ( <a href="#">Mega</a> , <a href="#">INFRA</a> , and <a href="#">Rural</a> )	Spring 2023

<a href="#">Railroad Crossing Elimination Program</a>	Summer 2023
<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</a>	Fall 2023

Currently, the following programs have NOFOs available:

<b>Program</b>	<b>Due Date</b>	<b>NOFO Link</b>
<a href="#">Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor)</a>	Applications due <b>April 21, 2023*</b> ( <i>Extended from March 7</i> )	<a href="#">NOFO</a>
<a href="#">Buses and Bus Facilities</a>	Applications due April 13, 2023	<a href="#">NOFO</a>
<a href="#">Low or No Emission Vehicle</a>	Applications due April 13, 2023	<a href="#">NOFO</a>

For regularly updated information, please see the MTC website: [here](#).

**Attachments:**

BIL Funding Program Matrix

*Please direct questions or requests for information to Bryan Redmond at (415) 778-5311 or [bredmond@bayareametro.gov](mailto:bredmond@bayareametro.gov).*

## BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

Category	Program Name	Authorized Funding Amount (In Millions)	Guaranteed Funding Amount (In Millions)	Description	New	Funding Availability	Links for Further Information
Transit & Intercity Rail Expansion and Modernization	<a href="#">Capital Investment Grants*</a>	\$23,000	\$18,000	Major Transit Capital Projects	No	Rolling applications	N/A
Transit & Intercity Rail Expansion and Modernization	<a href="#">Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor)</a>	\$19,500	\$12,000	Intercity Rail Rehab, Improvement, Expansion	Revised	Applications due March 7, 2023	<a href="#">NOFO</a>
Transit & Intercity Rail Expansion and Modernization	<a href="#">Consolidated Rail Infrastructure and Safety Improvements (CRISI)</a>	\$10,000	\$5,000	Intercity Rail Safety, Efficiency, Reliability	No	Applications due December 1, 2022	<a href="#">NOFO</a>
Transit & Intercity Rail Expansion and Modernization	<a href="#">Railroad Crossing Elimination Program</a>	\$5,500	\$3,000	Railway Grade Separation Projects	Yes	Applications due October 4, 2022	<a href="#">NOFO</a>
Transit & Intercity Rail Expansion and Modernization	<a href="#">Low- and Zero-Emission Bus Program</a>	\$5,600	\$5,600	Low-No Emission Bus Fleets and Infrastructure	No	Applications due April 13, 2023	<a href="#">NOFO</a>
Transit & Intercity Rail Expansion and Modernization	<a href="#">All Stations Accessibility Program</a>	\$1,750	\$1,750	Americans with Disabilities Act (ADA) Rail Station Improvements	Yes	Applications due October 7, 2022	<a href="#">NOFO</a>
Transit & Intercity Rail Expansion and Modernization	<a href="#">Competitive Grants for Rail Vehicle Replacement Program</a>	\$1,500	\$1,500	Rail Rolling Stock	Yes	Applications due January 5, 2023	<a href="#">NOFO</a>
Transit & Intercity Rail Expansion and Modernization	<a href="#">Discretionary Bus and Bus Facilities</a>	\$2,341	\$2,341	Bus and Bus Facility Procurements	No	Applications due April 13, 2023	<a href="#">NOFO</a>
Transit & Intercity Rail Expansion and Modernization	<a href="#">Electric or Low-Emitting Ferry Program</a>	\$500	\$250	Low-No Emission Ferries/Retrofits	Yes	Applications due September 6, 2022	<a href="#">NOFO</a>

## BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

Category	Program Name	Authorized Funding Amount (In Millions)	Guaranteed Funding Amount (In Millions)	Description	New	Funding Availability	Links for Further Information
Transit & Intercity Rail Expansion and Modernization	<a href="#">Federal Transit Administration Discretionary Ferry Program</a>	\$150	\$150	Low-No Emissions Ferries/Retrofits	No	Applications due September 6, 2022	<a href="#">NOFO</a>
Nationally Significant Mobility & Goods Movement	MEGA (National Infrastructure Project Assistance)	\$15,000	\$5,000	Major Projects over \$500M (With Exceptions)	Yes	Applications due May 23, 2022	<a href="#">NOFO</a>
Nationally Significant Mobility & Goods Movement	<a href="#">INFRA</a>	\$8,000	\$8,000	Highway Freight, Rail Grade Separations	No	Applications due May 23, 2022	<a href="#">NOFO</a>
Nationally Significant Mobility & Goods Movement	<a href="#">Port Infrastructure Development Program</a>	\$2,250	\$2,250	Various Port Safety/Reliability/Efficiency Projects	No	Applications due May 16, 2022	<a href="#">NOFO</a>
Nationally Significant Mobility & Goods Movement	Reduce Truck Emissions at Port Facilities	\$400	\$400	Port Emissions Reductions Projects	Yes	TBD	N/A
Nationally Significant Mobility & Goods Movement	Congestion Relief Program	\$250	\$250	Deployment and Operation of Congestion Management Strategies	Yes	TBD	N/A
Safety, Equity, Resilience & Other Local Priority Projects	<a href="#">RAISE (Local &amp; Regional Project Assistance)</a>	\$15,000	\$7,500	Local and Regional Surface Transportation Priorities	No	Applications due February 28, 2023	<a href="#">NOFO</a>
Safety, Equity, Resilience & Other Local Priority Projects	<a href="#">Safe Streets &amp; Roads for All</a>	\$6,000	\$5,000	Vision Zero Planning and Implementation	Yes	Applications due September 15, 2022	<a href="#">NOFO</a>

## BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

Category	Program Name	Authorized Funding Amount (In Millions)	Guaranteed Funding Amount (In Millions)	Description	New	Funding Availability	Links for Further Information
Safety, Equity, Resilience & Other Local Priority Projects	PROTECT Resilience Grants	\$1,400	\$1,400	Transportation Resilience Planning and Project Implementation	Yes	TBD	N/A
Safety, Equity, Resilience & Other Local Priority Projects	<a href="#">Reconnecting Communities</a>	\$1,000	\$1,000	Removing or Retrofitting Highways to Restore Community Connectivity	Yes	Applications due October 13, 2022	<a href="#">NOFO</a>
Bridge & Highway	Rural Surface Transportation Grant Program	\$2,000	\$2,000	Road and Bridge Projects Outside UZAs Greater than \$200,000	Yes	Applications due May 23, 2022	<a href="#">NOFO</a>
Bridge & Highway	Charging and Fueling Infrastructure Grants	\$2,500	\$2,500	Alternative Fueling Infrastructure	Yes	TBD	N/A
Bridge & Highway	<a href="#">Bridge Investment Program</a>	\$15,800	\$12,500	Bridge Replacement, Rehab, Preservation, Protection	Yes	Applications due July 25 2022 (Planning), August 9 2022 (Large bridge), September 8 2022 (Standard)	<a href="#">NOFO</a>
Safety, Equity, Resilience & Other Local Priority Projects	<a href="#">SMART Grants</a>	\$1,000	\$500	Demonstration Projects Utilizing Innovative Technology to Improve Transportation Efficiency and Safety	Yes	Applications due November 18, 2022	<a href="#">NOFO</a>

## BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

Category	Program Name	Authorized Funding Amount (In Millions)	Guaranteed Funding Amount (In Millions)	Description	New	Funding Availability	Links for Further Information
Safety, Equity, Resilience & Other Local Priority Projects	Intelligent Transportation Systems Program	\$550	\$550	Intelligent Transportation Systems Projects, Including Connected/Autonomous Vehicles	No	TBD	N/A
Safety, Equity, Resilience & Other Local Priority Projects	Wildlife Crossings Pilot Program	\$350	\$0	Road Safety Program to Mitigate Wildlife-Vehicle Collisions	Yes	TBD	N/A
Safety, Equity, Resilience & Other Local Priority Projects	ATTAIN Grants; <a href="https://highways.dot.gov/newsroom/biden-harris-administration-announces-160-million-available-smart-transportation">https://highways.dot.gov/newsroom/biden-harris-administration-announces-160-million-available-smart-transportation</a>	\$60	\$0	Deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, performance, intermodal connectivity, and infrastructure return on investment	No	Applications due November 18, 2022	<a href="#">NOFO</a>

\* This assumes Congress maintains its historic commitment of approximately \$2 billion per year in annual appropriations; Supplemental \$8 billion in upfront stimulus.